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~~S E C R E T~~

1-31-64

PHOTO INTELLIGENCE MEMORANDUM

RAILROAD CONSTRUCTION IN THE NAN-PING AREA

GP/I-113

(Project 72.172)

28 June 1955

CENTRAL INTELLIGENCE AGENCY
Office of Research and Reports

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25X1

S-E-C-R-E-T

GP/I-113
28 June 1955

PHOTO INTELLIGENCE MEMORANDUM

RAILROAD CONSTRUCTION IN THE NAN-PING AREA

25X1

As originally reported in GP/I-97 on 16 May 1955, aerial photography of [redacted] disclosed possible preliminary work for railroad line construction southwest of Nan-Ping along the northwest bank of the Sha Chi River.

Railroad construction is now confirmed on photography dated [redacted]

25X1

[redacted] Survey, right-of-way clearance, and preliminary grading is clearly observed for a distance of approximately 65 miles as compared to approximately

25X1

35 miles on [redacted] The extent of activity is shown on the attached sketch. The standard railroad symbol shows progress as of [redacted] and the dotted line shows additional progress made during the [redacted] period

25X1

from [redacted]

On the attached sketch, point "A", located three miles SE of Wang-tai, is the approximate junction point where the branch line leading east to Nan-Ping will join the main line which probably continues north to Kueichi. The stage of construction from point "A" north to Kueichi could not be determined because of lack of photo cover.

There is a lack of photo coverage of the possible routes of the railroad between Yungan and Ch'ang-t'ai (25 WNW of Amoy). Photo coverage between Ch'ang-t'ai and Amoy reveals no indication of railroad construction.

25X1

The photography of [redacted] also covered the Min River between Foochow and Nan-Ping but did not reveal any evidence of railroad construction.

Point "B" on the attached sketch represents the crossing of the Sha

S-E-C-R-E-T

25X1

[redacted]

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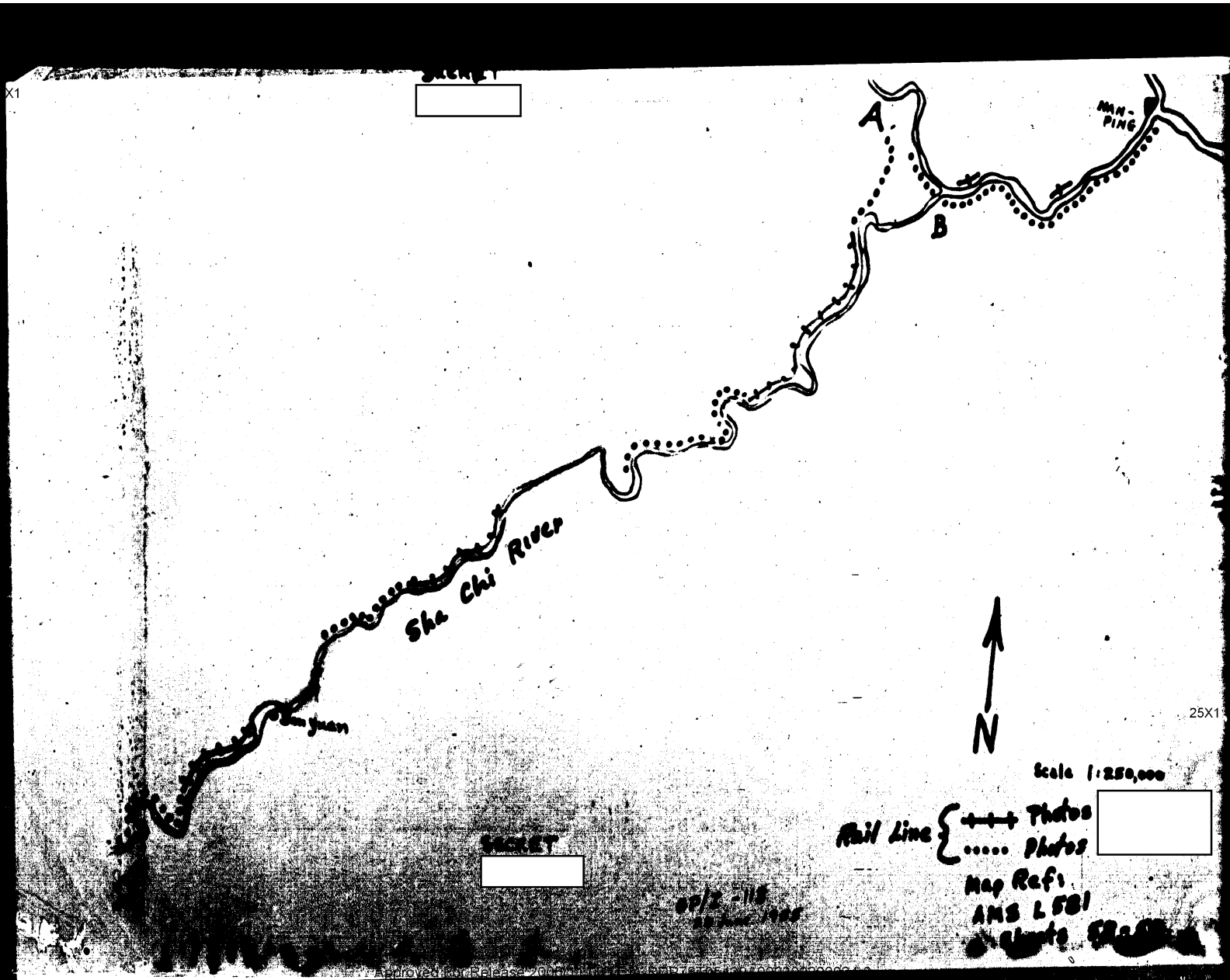
25X1

Chi River. There was no evidence of bridge construction as of [redacted] A bridge at this point will of necessity exceed 1000' in length and may be as much as 100' above the river.

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